

CHAPTER 4 – COMMENTS AND COORDINATION

This chapter summarizes coordination with agencies and the public. Section 4.1 includes descriptions of key meetings and Section 4.2 includes correspondence letters and emails.

4.1 COORDINATION MEETINGS

The following is a list of meetings held between February 24, 2004 and May 17, 2005 as part of the coordination process for the draft State Street (US-89) Railroad Bridge, Pleasant Grove Environmental Assessment (EA).

- **February 24, 2004: Public Open House No. 1**
- **August 5, 2004: Public Open House No. 2**
- **March 17, 2005: Union Pacific Railroad (UPRR)**
- **May 9, 2005: Mary West**
- **May 17, 2005: Mountainland Head Start**

Following are brief descriptions of each meeting. Complete meeting minutes are included in the project files.

February 24, 2004: Public Open House No. 1

The first public meeting was held on February 24, 2004 at the Jacobs Senior Center. Sixty-two people attended this meeting and 32 comments were received. Almost everyone who commented said that traffic congestion is a problem for them on this section of State Street. The general consensus was that morning and evening rush hour are the worst times for traffic congestion near the bridge. A summary of comments received at the meeting follows:

- Rebuild State Street to at least five lanes.
- Rebuild the railroad crossing at-grade (State Street traffic would cross the railroad tracks). A number of people liked this idea because it would provide the possibility for access to adjacent properties and would potentially cause fewer right-of-way impacts to those properties.
- Rebuild the railroad crossing so that State Street is higher than the railroad tracks and trains can pass under the road via a bridge or tunnel.
- Rebuild the existing bridge so that it can accommodate two lanes in each direction.
- Until permanent changes can be made, move the sidewalk south of the bridge so that an additional southbound lane can be added between the bridge and the Geneva Road intersection.
- Add turn lanes at the Geneva Road intersection.
- Accommodate the trail system planned to exist along the Union Pacific Railroad track.
- Include a trail way for walking, biking, and riding horses to the Pleasant Grove Rodeo Grounds.
- Add a right turn lane at 700 South and State Street intersection.
- Re-align 200 South where it connects to State Street.
- Remove the trailer court on the northwest side of the bridge.
- Plan for future light rail and commuter rail.

August 5, 2004: Public Open House No. 2

This open house was held at the Jacobs Senior Center in Pleasant Grove from 5:00 PM to 7:00 PM on August 5, 2004. Ninety-five residents attended this meeting, and seventy-four written comments were received. A summary of comments received at the meeting follows.

- 33 people favored an at-grade railroad crossing, 35 favored either a railroad overpass or underpass.
- 68% of those who responded favored Alternative 2, which would avoid the Ace Hardware building and Wills Memorial Park.

March 17, 2005: Union Pacific Railroad (UPRR)

Representatives of Horrocks Engineers and the Utah Department of Transportation met with UPRR. Items discussed in the meeting included:

- 2% max railroad grade (industry track standards).
- UPRR plans to continue service until UTA implements commuter service.
- UPRR opposes an at-grade option.
- UPRR suggests changing the grade at 200 South before other track work south of 200 South to reduce train impacts at 200 South.
- UPRR would like to move the switch back to the south.

May 9, 2005: Mary West

Representatives of Horrocks Engineers and the Utah Department of Transportation met with Mary West, owner of the Mobile Home Park. Items discussed in the meeting included:

- Mary West plans to sell the trailer park and redevelop as commercial.
- During construction, she needs access to State Street.
- She is concerned about impacts to tenants, potential loss of income and property, damage to the sewer line under trailers along road, impacts to trees, impacts to the wells next to the railroad tracks, and damage to the water line in front of trailers.
- She wants to set up a potential meeting with just mobile home park residents, if needed.

May 17, 2005: Mountainland Head Start

Representatives of Horrocks Engineers met with Mountainland Head Start to discuss impacts of the project on the Head Start program. Mountainland Head Start is an intervention program for preschool age children at or below the poverty level. The school currently accommodates 65-70 students with several eligible children on a waiting list. The JC Building, the building which might need to be reconstructed, serves 30 students. The Head Start program follows a traditional school year (Aug. to June), so construction of a new building could take place while the school is out of session.

4.2 CORRESPONDENCE LETTERS

Correspondence letters are shown in Table 4-1 and are included in the following pages, in order by date.

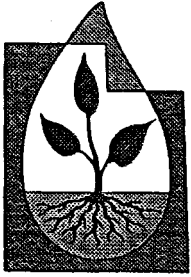
Table 4-1. Coordination Letters.

Date	To	From	Topic
February 7, 2003	Horrocks Engineers (Chris Elison)	NRCS (Ray Grow)	Farmland
July 28, 2004	Horrocks Engineers (Brian Christensen)	UDOT (John Leonard)	Operational Safety Report
November 17, 2004	UDOT (Craig Hancock)	UTA (Michael Allegra)	At-Grade Crossing
March 4, 2005	UDOT (Richard Crosland)	UGS (Martha Hayden)	Paleontological Clearance
March 17, 2005	UDOT (Craig Hancock)	UDOT (Michael Seely)	At-Grade Crossing
March 29, 2005	UDOT (Craig Hancock)	UPRR (James Marshall)	At-Grade Crossing
May 16, 2005	Horrocks Engineers (Nicole Tolley)	Utah Department of Natural Resources (Lyle Bennett)	Section 6(f) Properties
May 17, 2005	Horrocks Engineers (Nicole Tolley)	UDWR (Lenora Sullivan)	Wildlife
May 19, 2005	Horrocks Engineers (Nicole Tolley)	UDWR (Ashley Green)	Wildlife
June 2, 2005	UDOT (John Njord)	FTA (Lee Waddleton) FHWA (David Gibbs)	Air Quality Conformity
September 20, 2005	---	UDOT (John S. Higgins)	Wetlands
September 27, 2005	USFWS (Henry Maddux)	UDOT (Paul West)	Threatened and Endangered Species
September 30, 2005	UDOT (John Njord)	FTA (Lee Waddleton) FHWA (Charles Bolinger)	Air Quality Conformity
October 14, 2005	UDOT (Paul West)	USFWS (Henry Maddux)	Threatened and Endangered Species
December 19, 2005	Horrocks Engineers (Tom Allen)	MAG (Chad Eccles)	Project Consistency with CMS
January 5, 2006	UDOT (Craig Hancock)	Pleasant Grove City (Frank Mills)	Wills Memorial Park
The following correspondence is located in Appendix D: Cultural Resource Information			
March 10, 2005	---	---	Intensive Level Survey
March 23, 2005	Utah Division of State History (Cory Jensen)	UDOT (Richard Crosland)	DOEFOE Concurrence
July 12, 2005	Utah Division of State History (Cory Jensen)	UDOT (Richard Crosland)	DOEFOE Concurrence
October 6, 2005	<ul style="list-style-type: none"> ▪ Skull Valley Band of Goshutes ▪ Goshute Tribal Council ▪ Northwestern Band of Shoshone Nations ▪ Ute Indian Tribe 	FHWA (Jeff Berna)	Native American Consultation
October 16, 2005	---	---	Proof of Publication for Notice of Adverse Effect for UPRR Railroad Bridge
December 14, 2005	Utah Division of State History (Cory Jensen)	UDOT (Richard Crosland)	"de minimis" concurrence
December 20, 2005	Utah Division of State History (Cory Jensen)	UDOT (Richard Crosland)	Concurrence with bridge relocation determination
	ACHP	UDOT (Richard Crosland)	Adverse Effect notification MOA

HORROCKS ENG.

FEB 07 2003

RECEIVED



NRCS *Utah*

United States
Department of
Agriculture

Natural
Resources
Conservation
Service

Ray Grow
Murray Field Office
1030 W. 5370 S. #100
Murray, Ut. 84123

Phone:
801 623-3204
Ext. 115

FAX
801 263-3667

Chris Elison
Horrocks Engineers
One West Main
American Fork, UT 84003

Dear Chris,

Humble apologies for lack of response on your request for a reference on the exemption rule for Prime Farmland.

Enclosed is the document available to us which has the exemption rule in the definition paragraph.

Thanks,

Ray Grow
Ray Grow

TITLE 7--AGRICULTURE

CHAPTER VI--NATURAL RESOURCES CONSERVATION SERVICE, DEPARTMENT OF AGRICULTURE

PART 658--FARMLAND PROTECTION POLICY ACT--Table of Contents

Sec. 658.1 Purpose.

This part sets out the criteria developed by the Secretary of Agriculture, in cooperation with other Federal agencies, pursuant to section 1541(a) of the Farmland Protection Policy Act (FPPA or the Act) 7 U.S.C. 4202(a). As required by section 1541(b) of the Act, 7 U.S.C. 4202(b), Federal agencies are (a) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (b) to consider alternative actions, as appropriate, that could lessen adverse effects, and (c) to ensure that their programs, to the extent practicable, are compatible with State and units of local government and private programs and policies to protect farmland. Guidelines to assist agencies in using the criteria are included in this part. The Department of Agriculture (hereinafter USDA) may make available to States, units of local government, individuals, organizations, and other units of the Federal Government, information useful in restoring, maintaining, and improving the quantity and quality of farmland.

Sec. 658.2 Definitions.

(a) Farmland means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or local importance. "Farmland" does not include land already in or committed to urban development or water storage. Farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as "urbanized area" (UA) on the Census Bureau Map, or as urban area mapped with a "tint overprint" on the USGS topographical maps, or as "urban-built-up" on the USDA Important Farmland Maps. Areas shown as white on the USDA Important Farmland Maps are not "farmland" and, therefore, are not subject to the Act. Farmland "committed to urban development or water storage" includes all such land that receives a combined score of 160 points or less from the land evaluation and site assessment criteria.

(b) Federal agency means a department, agency, independent commission, or other unit of the Federal Government.

(c) Federal program means those activities or responsibilities of a Federal agency that involve undertaking, financing, or assisting construction or improvement projects or acquiring, managing, or disposing of Federal lands and facilities.

(1) The term "Federal program" does not include:

(i) Federal permitting, licensing, or rate approval programs for activities on private or non-Federal lands; and

(ii) Construction or improvement projects that were beyond the planning stage and were in either the active design or construction state on August 4, 1984.

2. For the purposes of this section, a project is considered to be "beyond the planning stage and in either the active design or construction state on August 4, 1984" if, on or before that date, actual construction of the project had commenced or:

(i) Acquisition of land or easements for the project had occurred or all required Federal agency planning documents and steps were completed and accepted, endorsed, or approved by the appropriate agency;

(ii) A final environmental impact statement was filed with the Environmental Protection Agency or an environmental assessment was completed and a finding of no significant impact was executed by the appropriate agency official; and

(iii) The engineering or architectural design had begun or such services had been secured by contract. The phrase "undertaking, financing, or assisting construction or improvement projects" includes providing loan guarantees or loan insurance for such projects and includes the acquisition, management and disposal of land or facilities that a Federal agency obtains as the result of foreclosure or other actions taken under a loan or other financial assistance provided by the agency directly and specifically for that property. For the purposes of this section, the



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GAYLE McKEACHNIE
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DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

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AUG 02 2004

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July 28, 2004

Brian Christensen, P.E.
Project Engineer
Horrocks Engineers, Inc.
One West Main Street
American Fork, Utah 84003

Re: Draft Operational Safety Report
Project No. STP-0089(76)300; Environmental Study,
SR-89 from 300 E/700 S to Center St. in Pleasant Grove.

Dear Mr. Christensen:

We have evaluated the accident history for the subject section of SR-89 for the three-year period of 2000 through 2002, with the following results:

URBAN OTHER PRINCIPAL ARTERIAL		ACTUAL			TOTAL/AVG	EXPECTED
		2000	2001	2002		
Number of Accidents		49	49	59	157 / 52.3	
Accident Rate		3.57	3.71	4.18	3.82	6.63
Severity		1.69	1.86	1.75	1.77	1.62
Left Turn Accidents	31.2%				49	
Right Angle Accident	26.1%				41	
Rear End Accident	25.5%				40	
Single Vehicle Acc.	9.6%				15	

Accident data indicates that the accident rate of this section is lower than the expected and the severity is higher than the expected. The predominant accident types are listed on the table above. As it is usually the case in the urban areas, most of the accidents occurred at or near the intersections; a summary of these findings is presented below in decreasing order of occurrence:

	<u>INTERSECTION</u>	<u>COLLISION TYPE</u>	<u>NUMBER</u>
1.	300 E/700 S	LT; RA; RE	21; 11; 7
2.	100 East (SR-146)	RA; RE; LT	4; 2; 2
3.	Jct. SR-114/Main St.	RE; LT; RA	10; 7; 5
4.	220 South	RA	4
5.	200 South	RA; LT; RE	3; 3; 2
6.	Center St.	RA; RE; LT	7; 7; 6

There was a fatal head on collision, which occurred at accum mile point 302.05 on 7/7/02 at 00:58AM but it was caused by a drunk driver heading north.

Source documents are available at the Division of Traffic and Safety for additional analysis. If questions arise, please call me at 965-4045.

Sincerely,



John Leonard, P.E.
Operations Engineer

JLL/EG/ar

cc:	Robert Hull	Eric Cheng	Zeke Gonzalez
	John Leonard	Roland Stanger, FHWA	Doug Bassett, R-3



November 17, 2004

Craig Hancock, P.E.
Project Manager
Utah Department of Transportation, Region Three
658 North 1500 West
Orem, Utah 84057

Subject: SR-89 State Street Railroad Bridge, Pleasant Grove

Dear Mr. Hancock:

Thank you for your letter of September 16, 2004, outlining the various alternatives under consideration for the SR-89 environmental analysis. I appreciate the complexity of this project and the need to provide a safe and cost effective solution. In your letter, you asked that the Utah Transit Authority provide its input on the proposed alternatives. Before doing so, I would like to give you a little background on UTA's purchase and its intentions for the corridor.

The purchase of the Provo Industrial Lead was part of a larger corridor preservation effort that included over 175 miles of railroad rights-of-way. UTA purchased these rights-of-way in an effort to preserve the corridors for future transit service. In certain cases, the rights-of-way are still part of the national freight system with active freight easements. This is the case with the Provo Industrial Lead, the right of way in question.

As you are aware, there is a USDOT initiative to close 25% of at-grade crossings nationwide in an effort to reduce car/train/pedestrian accidents. UTA supports this effort and supports the Utah Department of Transportation's policy requiring the elimination of two at-grade crossings, of a similar nature, before allowing a new at-grade crossing. In reviewing the at-grade alternatives in your letter there was no mention of closing an existing at-grade crossing(s).

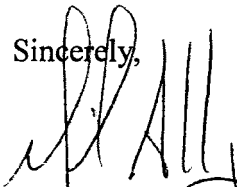
Currently, UTA and UDOT are working to reconstruct the light rail, State Street bridge structure at approximately 7800 South in Salt Lake County. One of the options considered early in the process was making the crossing an at-grade crossing. This alternative was quickly dismissed because the volume of traffic on State Street and the frequency of trains operating on the TRAX line would have degraded the overall safety and functionality of both modes. The circumstances of 7800 South crossing situation are similar to those of the SR-89 crossing and UTA feels that any proposal to eliminate this grade separation would similarly degrade the transportation system in the area. Moreover,

future population growth projections coupled with the recently announced developments at Traverse Ridge and future development plans for the Geneva Steel Site, reinforce UTA's belief that fixed guide-way transit will be an important part of the transportation mix in Utah County.

In conclusion, because the at-grade alternatives do not call for the corresponding closure of existing crossing(s), because current road and track profiles support a grade separation, and because of the need for future transit, UTA is recommending that UDOT maintain the grade separation with any future expansion of SR-89.

When the project is ready to be advanced, UTA staff will be available to assist in the design of the structure. In the meantime, if you have any questions or need further assistance please give Jeffery L. Harris a call at 801-287-2337 and he will assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Allegra', written over the printed name and title.

Michael Allegra, P.E
Chief Capital Development Officer
Utah Transit Authority

cc Jeffery L. Harris, Deputy Chief – Asset Management and Business Development
Mick Crandall, Deputy Chief – Planning and Programming

**State of Utah****Department of
Natural Resources**

MICHAEL R. STYLER
Executive Director

**Utah
Geological Survey**

RICHARD G. ALLIS, PH.D.
*State Geologist/
Division Director*

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Lieutenant Governor

March 4, 2005

Richard Crosland
Utah Department of Transportation
Region Three Environmental
658 North 1500 West
Orem UT 84057

RE: UDOT Project No. STP-0089(76)300E: SR-89 State Street Railroad
Crossing, Pleasant Grove, Utah County, Utah
U.C.A. 63-73-19 compliance; literature search for paleontological
specimens or sites

Dear Rich:

I have conducted a paleontological file search for the SR-89 Railroad Crossing Project in response to your email of March 3, 2005. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded within this project area. Surficial deposits along this right-of-way consist primarily of Quaternary alluvium (Qag, Qay), which have a low potential for yielding significant fossil localities. However, there may also be exposures of Lake Bonneville deposits (Qltg), which have the potential for yielding significant vertebrate fossil localities. Please be aware of possible impacts to paleontological resources if these deposits are disturbed as a result of construction activities. Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

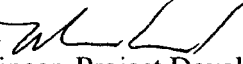
Sincerely,

Martha Hayden
Paleontological Assistant

Memorandum

DATE: March 17, 2005

TO: Craig Hancock, P.E.
Project Manager, UDOT Region Three

FROM: Michael Seely, P.E. 
Chief Railroad Engineer, Project Development

SUBJECT: Construction of an at-grade railroad crossing
UDOT Project NH-0089()300

Craig,

I have reviewed the information presented to me concerning the replacement of the existing grade separation structure over US-89 with an at-grade crossing. After reviewing the information provided to me, it is my opinion that this option should be rejected as an alternative on this project. This recommendation is made for the following reasons:

1. Conversion of a grade-separated structure to an at-grade crossing creates a traffic hazard by creating a conflict potential between trains and cars,
2. The ultimate planned width of the crossing (three lanes each direction) would create a condition difficult to protect using standard safety devices,
3. Under current practices, creation of a new at-grade crossing would require the closure of two other public at-grade crossings. No such closure plan has been identified.
4. The long-range plan for Light-Rail Transit (LRT) calls for this rail corridor to be used for LRT Vehicles. ITE guidelines suggest that this crossing be considered for grade separation if feasible. If this crossing were to be made at-grade, future needed grade separations would be much more difficult to effect.
5. As part of the railroad review process (defined in Administrative Rule R930-5) both UTA and UPRR were contacted to provide input on the possibility of making this an at-grade crossing. Both parties have expressed their opposition to this change. While an official diagnostic review has not been held, it is very likely that the recommendation would be to maintain the current grade-separated structure.

If you have questions about these recommendations, please feel free to email me at mseely@utah.gov or give me a call at 801-965-4176.

UNION PACIFIC RAILROAD COMPANY

James D Marshall
Mgr. Special Projects Ind. & Public
(801)212-2783



280 South 400 West
Salt Lake City, UT 84101

March 29, 2005

File: Grade Separation
NV : Pleasant Grove
SR-89 - DOT 806964G
MP 763.43 -Provo Ind. Lead
Utah Service Unit

Mr. Craig Hancock, P.E.
Utah Department of Transportation
658 North 1500 West
Orem, UT 84057

Dear Mr. Hancock:

As per our previous discussions concerning the various alternatives to widen SR-89 in Pleasant Grove near Railroad MP 763.43 at the existing Highway Underpass. As you are aware Union Pacific is interested in cooperating with your project. We do however have major concerns with one of your alternatives. The alternative to change from a grade-separated intersection to an at-grade crossing would be unacceptable for several reasons.

We have a Federal mandate to eliminate at-grade crossings in an effort to reduce crossing accidents. We are aware that in some instances a new crossing may be warranted but our approach is to have a net gain in crossing closures and traffic counts over the effected crossings not to create a safety hazard to the public and our employees. No closures or reduction in traffic over the Provo Industrial Lead has been presented.

The location of rail served industries near this crossing will also be a safety issue, if the at-grade alternative is selected. The crossing will be blocked for several short periods of time during switching operations to serve our customers. This would be back and forth movements across SR-89 at slow speeds. Besides blocking the crossing and effecting traffic this is an unsafe movement for our train crews. We also have a siding in the area, which would require additional switching moves.

The proposed roadway width and volume of traffic is another concern. We still have 50% of vehicle train collisions at crossings with lights and gates

Union Pacific supports the alternatives to continue to have a grade separated crossing at SR-89. We will continue to work with UDOT and explore ideas to make these options more attractive. Public Safety should be our main goal with this project.

If you have any questions please feel free to call me at 801-212-2783

Sincerely


James D. Marshall
Manager Industry & Public Projects



State of Utah

**Department of
Natural Resources**

MICHAEL R. STYLER
Executive Director

**Division of
Parks & Recreation**

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MAY 17 2005
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May 16, 2005

Ms. Nicole Tolley
Horrocks Engineers
PO Box 377
American Fork, UT 84003

Re: Environmental Assessment: State Street Railroad Bridge, Pleasant Grove
UDOT Project No. STP-0089(76)300E, PIN No. 3894

Dear Ms. Tolley:

In response to your letter of May 13, 2005 regarding the above project, Wills Memorial Park is not protected under Section 6(f) of the Land and Water Conservation Fund Act and we have no record of any Section 6(f) properties being located within the identified project area.

If you have further questions, please call me at (801) 538-7354.

Sincerely,

Lyle T Bennett
Grants Coordinator



State of Utah

Department of
Natural Resources

Division of
Wildlife Resources

MICHAEL TYLER
Executive Director

JIM KARPOWITZ
Division Director

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Lieutenant Governor

May 17, 2005

Nicole Tolley
Horrocks Engineers
P.O. Box 377
One West Main Street
American Fork, Utah 84003

Dear Ms. Tolley:

I am writing in response to your email dated May 17, 2005 regarding species of special concern in proximity to an Environmental Assessment for a road improvement project along State Street in Pleasant Grove, Utah [T5S R2E Sections 20 and 29 SLB&M].

The Utah Division of Wildlife Resources (UDWR) does not have records of occurrence for any threatened, endangered, or sensitive species within the project area noted above or within a two-mile radius.

The information provided in this letter is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, and because data requests are evaluated for the specific type of proposed action, any given response is only appropriate for its respective request.

In addition to the information you requested, other significant wildlife values might also be present on the designated site. Please contact UDWR's habitat manager for the central region, Ashley Green, at (801) 491-5654 if you have any questions.

Please contact our office at (801) 538-4759 if you require further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Lenora B. Sullivan".

Lenora B. Sullivan
Information Manager
Utah Natural Heritage Program

cc: Ashley Green, CRO

From: "Ashley Green" <ashleygreen@utah.gov>
To: <NicoleT@horrocks.com>
Date: 5/19/2005 9:44:06 AM
Subject: Re: Pleasant Grove Wildlife

Nicole,

I saw the letter from Lenora Sullivan about no occurrences of sensitive or T and E species within this project area. We don't have any additional wildlife concerns at this time within this project area.

AG

Ashley Green
Habitat Manager, Central Region Office
Utah Division of Wildlife Resources
1115 North Main St.
Springville, UT 84663
Phone: 801-491-5654
Cell: 801-310-5578
Fax: 801-491-5646
email: ashleygreen@utah.gov

>>> "Nicole Tolley" <NicoleT@horrocks.com> 05/17/05 8:51 AM >>>
Dear Mr. Green:

The Utah Department of Transportation (UDOT), in cooperation with the Federal Highway Administration (FHWA), and Pleasant Grove City, has initiated an Environmental Assessment to identify solutions to the traffic problems on State Street (US-89) caused by the narrow railroad bridge in Pleasant Grove. Beneath the railroad bridge, State Street necks down from five lanes to two and then widens back to five lanes. UDOT recognizes this problem and is conducting an environmental study to examine various alternatives and assess the impacts of improving traffic flow. The limits of the study are shown on the enclosed figure.

The U.S. Fish and Wildlife Service have issued a finding of "no effect" for Threatened and Endangered Species.

At this time we request your assistance in identifying any potential wildlife issues within or near the project area (see attached Figure).

If you have any questions, please contact me at (801) 763-5154.

Thanks

HORROCKS ENGINEERS
Nicole Tolley
NicoleT@horrocks.com
801-763-5154 office



U.S. Department
Of Transportation

Federal Transit Administration
Region VIII
12300 W Dakota Ave., suite 310
Lakewood, CO 80228
720-963-3330
720-963-3333 (fax)

Federal Highway Administration
UT Division
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118
801-963-0182
801-963-0093 (fax)

June 2, 2005

Mr. John Njord, Executive Director
Utah Department of Transportation (Box 1245)
4501 South 2700 West
Salt Lake City, Utah 84119

Subject: Conformity Finding for the Provo/Orem Urbanized Area's
Utah Valley 2030 Long Range Plan

Dear Mr. Njord:

The Utah Department of Transportation (UDOT) submitted the referenced Transportation Plan on April 11, 2005.

In accordance with the Clean Air Act of 1990, as amended, conformity findings of the transportation plans and programs in non-attainment and maintenance areas are required of the U.S. Department of Transportation. Based on our evaluation of the Mountainland Association of Government's (MAG) conformity determination, made in its capacity as the Metropolitan Planning Organization for the Provo/Orem urbanized area, and in coordination with the U. S. Environmental Protection Agency (EPA), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA), we have concluded that the MAG has met the conformity regulation for the Utah County and Provo City non-attainment areas. Accordingly, The Federal Transit Administration and the Federal Highway Administration hereby jointly make a conformity finding for the subject Transportation Plan.

This conformity finding remains in effect until such time as a new finding is required, either by new regulatory requirements, major revision of transportation plans or programs, or a revision to the State Implementation Plan.

If you have any questions regarding this approval action, please contact Don Cover at (720) 963-3332 or Steve Call at (801) 963-0078, extension 233.

Sincerely,

Lee O. Waddleton
Regional Administrator
Federal Transit Administration

David C. Gibbs, P.E.
Division Administrator
Federal Highway Administration



Jon M Huntsman Jr
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

20 September 2005

Project STP-0089(76)300E
US89, State Street Railroad Crossing
Wetland Clearance

UDOT Region 3 has reviewed the subject project area and has determined that there are no wetlands within or adjacent to the project limits. There are no wetlands within several hundred of the project area.

John S. Higgins, PE
Region Environmental Engineer

Utah!
Where ideas count

Region Three Headquarters

658 North 1500 West • Orem, UT 84057 • Telephone (801) 227-8000 • Fax (801) 227-8061 • www.utah.gov



State of Utah

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GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 27, 2005

Henry Maddux, Field Supervisor
U.S. Fish and Wildlife Service
2369 West Orton Circle
West Valley City, Utah 84119

RE: STP-0089(76)300E – U.S. 89, State Street Railroad Crossing, Pleasant Grove – Update (CID 5097620N)

Dear Henry:

On November 22, 2004, I sent you a request for concurrence with my findings of "no-effect" to the above referenced project. Your concurrence was dated December 1, 2004. Since it's been over a year since your letter, we are in need of an updated concurrence letter from you.

To refresh your memory, the Utah Department of Transportation (UDOT) is proposing to replace the railroad bridge on U.S. 89 in Pleasant Grove, in Utah County (see enclosed location map). Work will also include widening of the section of the highway in the area of the existing bridge. No jurisdictional wetlands will be affected.

As before, a review of this project, including a review of the Utah Division of Wildlife Resources database, indicates no federally listed, or proposed Threatened, Endangered, or Candidate Species, or their critical habitat would be affected by this project. Therefore, no further Section 7 Consultation should be necessary.

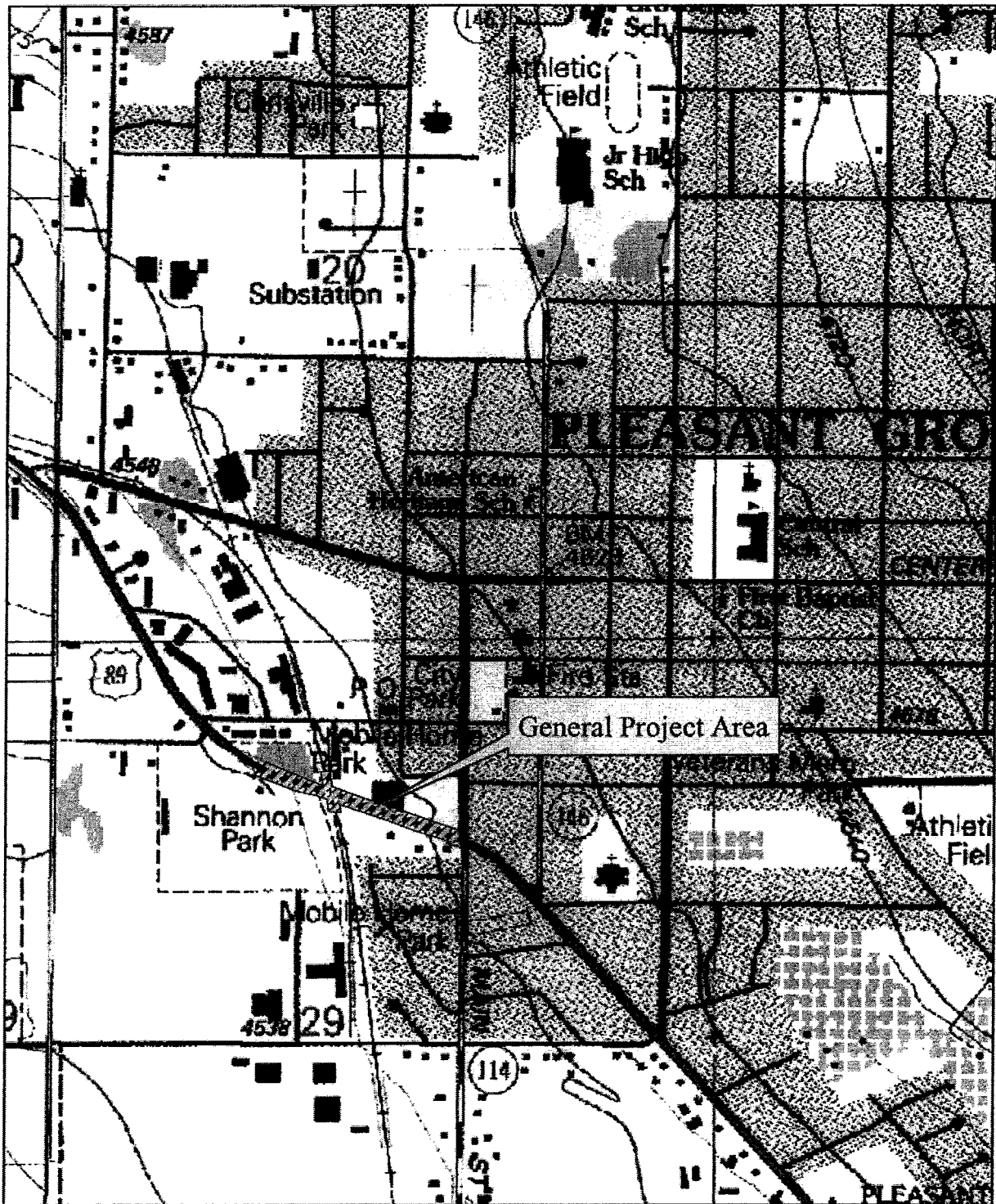
We again request your concurrence with these findings. Unless you have concerns of which we are not aware, we will proceed with this project. Thank you for your assistance.

Sincerely,

Paul W. West, UDOT Environmental Services
Wildlife/Wetlands Biologist

Encl.

cc: Environmental Manager – UDOT Environmental
Greg Punske – FHWA
John Higgins – UDOT, Region 3
Ashley Green – UDWR, Central Region, Springville
File



SR-89, State Street Railroad Crossing, Pleasant Grove
Project STP-0089(76)300E

1,100 550 0 1,100 Feet

Base from Orem 7.5 min



**U.S. Department
Of Transportation**

Federal Transit Administration
Region VIII
12300 W Dakota Ave., Ste 310
Lakewood, CO 80228
720-963-3330
720-963-3333 (fax)

Federal Highway Administration
Utah Division
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118
801-963-0182
801-963-0093 (fax)

September 30, 2005

Mr. John Njord, Executive Director
Utah Department of Transportation (1245)
4501 South 2700 West
Salt Lake City, Utah 84119

Subject: Conformity Finding for the Provo/Orem Urbanized Area's
FY 2006-2008 Transportation Improvement Program (TIP)

Dear Mr. Njord:

The Utah Department of Transportation (UDOT) submitted the referenced TIP with their submission of the Statewide Transportation Improvement Program (STIP) on August 26, 2005.

In accordance with the Clean Air Act of 1990, as amended, conformity findings of the transportation plans and programs in non-attainment and maintenance areas are required of the U.S. Department of Transportation. Based on our evaluation of the Mountainland Association of Government's (MAG) conformity determination, made in its capacity as the Metropolitan Planning Organization for the Provo/Orem urbanized area, and in coordination with the U. S. Environmental Protection Agency (EPA), the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the Utah Department of Air Quality (UDAQ), we have concluded that the MAG TIP has met the conformity regulation for the Utah County and Provo City non-attainment areas. Accordingly, the Federal Transit Administration and the Federal Highway Administration hereby find that the subject TIP conforms to the adopted State Implementation Plan in accordance with 40 CFR part 51.

This conformity finding remains in effect until such time as a new finding is required, either by new regulatory requirements, major revision of transportation plans or programs, or a revision to the State Implementation Plan.

We also find that this TIP is based on a continuing, comprehensive transportation planning process which is carried on cooperatively with the Utah Department of Transportation and

Post-it® Fax Note	7671	Date	# of pages ▶
To	TOM ALLEN	From	SUSAN - MAG
Co./Dept.		Co.	
Phone #		Phone #	
Fax #	763 5101	Fax #	

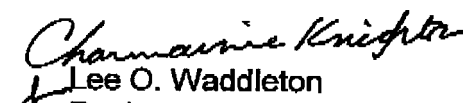


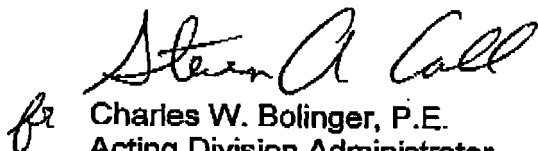
Provo/Orem FY 2006-2008 TIP
September 30, 2005
Page Two

the Utah Transit Authority and substantially meets the requirements of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607).

If you have any questions regarding this approval action, please contact either Don Cover at (720) 963-3332 or Steve Call at (801) 963-0078, extension 233.

Sincerely,


Lee O. Waddleton
Regional Administrator
Federal Transit Administration


Charles W. Bolinger, P.E.
Acting Division Administrator
Federal Highway Administration

cc: John English, UTA
Darrel Cook, MAG
Carlos Bracerias, UDOT
Ahmad Jaber, UDOT
Max Ditlevsen, UDOT
Bret Anderson, UDOT
Robbie Roberts, Regional Administrator, EPA, Region 8
Don Cover, FTA- Region VIII
Steve Call, FHWA-UT



United States Department of the Interior
FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2369 WEST ORTON CIRCLE, SUITE 50
WEST VALLEY CITY, UTAH 84119

In Reply Refer To
FWS/R6
ES/UT
05-1474
05-1472
05-1471

October 14, 2005

Mr. Paul W. West
UDOT: Environmental Division
Box 148450
Salt Lake City, Utah 84114-8450

RE: Section 7 Consultations for Three Separate UDOT Projects;
1. STP-0201(10)9 – SR-201 Frontage Road Extension in Salt Lake County
2. STP-0111(9)6 – SR-111 Improvements in Salt Lake County
3. STP-0089(76)300E – U.S. 89 State Street Railroad Crossing, Pleasant Grove

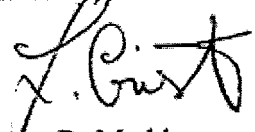
Dear Mr. West:

Based on information provided in your two letters of September 27th and one letter of September 26th, we concur with your "no effect" determination for threatened and endangered species and critical habitat for the subject project. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

We are addressing this letter to Utah Department of Transportation, with a copy to Federal Highway Administration, as only a Federal agency can enter into formal Endangered Species Act section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

We appreciate your interest in conserving endangered species. If further assistance is needed, please contact Marianne Crawford at (801) 975-3330 extension 134.

Sincerely,

A handwritten signature in dark ink, appearing to read "H. R. Maddux", with a stylized flourish at the end.

For
Henry R. Maddux
Utah Field Supervisor

cc: Gregory Punske, U.S. Department of Transportation, Federal Highway Administration,
2520 West 4700 South, Suite 9-A, Salt Lake City, Utah 84118



M O U N T A I N L A N D

ASSOCIATION OF GOVERNMENTS

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HORROCKS ENG.
DEC 20 2005
RECEIVED

December 19, 2005

Mr. Tom Allen
Horrocks Engineers
One West Main
P.O. Box 377
American Fork, Utah 84003

Dear Tom,

This letter is to confirm that your current project, the reconstruction of a railroad bridge crossing State Street in Pleasant Grove and the subsequent widening of State Street at that location is a high priority project listed in Mountainland's Congestion Management System.

Mountainland Association of Governments serves as the Metropolitan Planning Organization for Utah County or the Provo/Orem Urbanized Area and is responsible for maintaining the Congestion Management System for this area.

As you know, the railroad bridge constrains State Street down to two lanes at the bridge crossing, while the rest of State Street is at six lanes. This bottleneck is detrimental to the overall flow of traffic in this key corridor and its widening is critical in order to meet future travel demand.

Good luck on your project, we look forward to its completion.

Sincerely,

Chad Eccles, AICP
Transportation Planner



70 South 100 East
Pleasant Grove, Utah 84062
Phone (801) 785-5045
Fax# (801) 785-8925

January 5, 2006

Mr. Craig Hancock, P.E.
Utah Department of Transportation Region 3
658 North 1500 West
Orem, UT 84057

Subject: Pleasant Grove Railroad Bridge EA (Project No. STP-0089(76)300) - Net Benefit to Wills Memorial Park

Dear Craig:

We appreciate this opportunity to provide input to UDOT in conjunction with the preparation of the Environmental Assessment addressing potential widening of State Street between Main Street and 200 South and replacement of the UTA railroad bridge in Pleasant Grove. This letter is to inform you that we feel the proposed project will result in a net benefit to Wills Memorial Park.

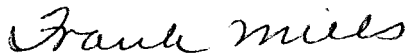
We understand that the preferred alternative for State Street would widen the roadway to the south, requiring about 0.6- acres of property from Wills Memorial Park and would require the relocation/reconstruction of two barbeque stands and the city owned building used by the Mountainland Head Start Program. We understand that construction limits would be as close as 15-ft to the back of the softball field bleachers.

As UDOT is aware, Pleasant Grove City plans to make improvements to the park that would reconfigure the layout of the existing softball fields such that the outfield, rather than the spectator area, would be adjacent to the roadway. Other planned improvements include increasing the number of softball fields from two to four, relocating the score tower to a more central location, increasing the amount and configuration of parking, and changing park access.

We understand that measures to minimize harm to the park along with mitigation have been included in the preferred alternative. Measures to minimize harm include shifting the proposed State Street alignment as far as possible from the park without requiring the relocation of any homes in the mobile home park located north of State Street and utilizing an overpass option for the replacement of the bridge which does not require a perpetual easement on the park property. Mitigation will include relocating/reconstructing the city building used by the Mountainland Head Start Program, relocating the barbeque grills closer to the park pavilion and financial assistance from UDOT to help with implementing planned park improvements. We expect that the exact amount of financial assistance will be determined through negotiations between the city and UDOT.

As officials with jurisdiction over Wills Memorial Park we agree with the assessment of the impacts; the proposed measures to minimize harm; and the mitigation necessary to preserve, rehabilitate, and enhance the features and values of Wills Memorial Park; and that such measures will result in a net benefit to Wills Memorial Park.

Sincerely,
PLEASANT GROVE CITY

A handwritten signature in cursive script that reads "Frank Mills".

Frank Mills
City Administrator